Questions Related to Severity

Injury Transport

True of False:

Law enforcement transports twice as many injured ID victims as they do injuries from all non-ID types of crashes combined.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

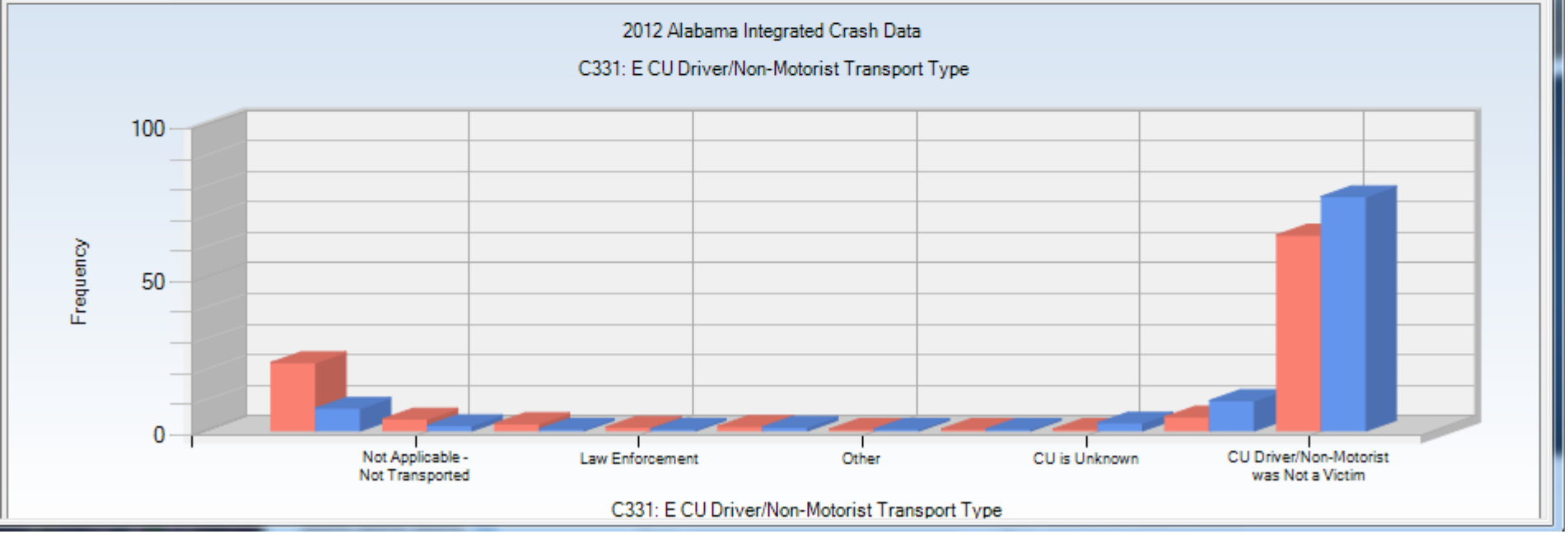
C331: E CU Driver/Non-Motorist Transport Type

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
EMS Ground	1555	22.31	8902	7.34	3.041*	1043.690
Not Applicable - Not Transpo...	268	3.85	2112	1.74	2.209*	146.692
EMS Air	163	2.34	612	0.50	4.637*	127.848
Law Enforcement	85	1.22	37	0.03	39.996*	82.875
Private Vehicle	100	1.43	1490	1.23	1.168	14.418
Other	13	0.19	101	0.08	2.241	7.199
Unknown	3	0.04	65	0.05	0.804	-0.733

C025: Crash Severity
C328: CU Driver/Non-Motorist Injury Type
C331: E CU Driver/Non-Motorist Transport T
C120: E CU Driver Employment Status
C059: Number Injured (Includes Fatalities)
C045: HasGPS
C038: Non-Vehicular Property Damage
C329: CU Driver/Non-Motorist First Aid By
C011: Highway Classifications

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

Multiple Injuries

True of False:

All multiple injury categories are over-represented for ID crashes.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

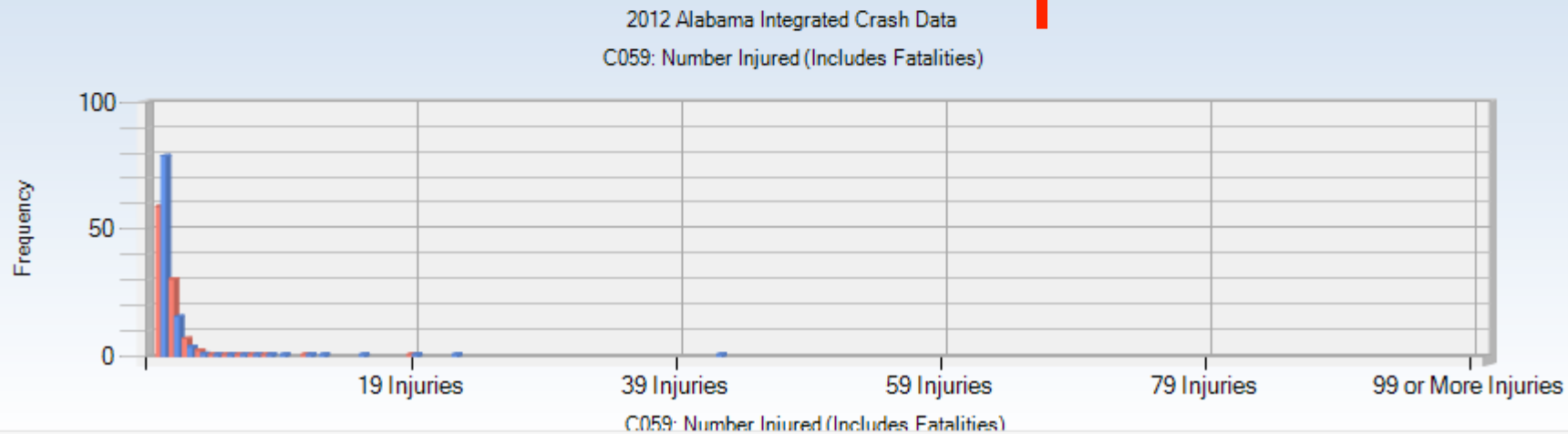
C059: Number Injured (Includes Fatalities)

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
No Injuries	4111	58.98	95643	78.82	0.748*	-1382.508
1 Injury	2122	30.44	18998	15.66	1.945*	1030.800
2 Injuries	488	7.00	4674	3.85	1.818*	219.536
3 Injuries	165	2.37	1266	1.04	2.269*	92.284
4 Injuries	41	0.59	475	0.39	1.503*	13.717
5 Injuries	27	0.39	185	0.15	2.541*	16.374
6 Injuries	8	0.11	64	0.05	2.176	4.324
7 Injuries	4	0.06	25	0.02	2.786	2.564
8 Injuries	2	0.03	5	0.00	6.964	1.713
11 Injuries	1	0.01	1	0.00	17.410	0.943
19 Injuries	1	0.01	1	0.00	17.410	0.943

C059: Number Injured (Includes Fataliti

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

Restraints

True of False:

Impaired drivers only use restraints about half as much as non-ID drivers.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

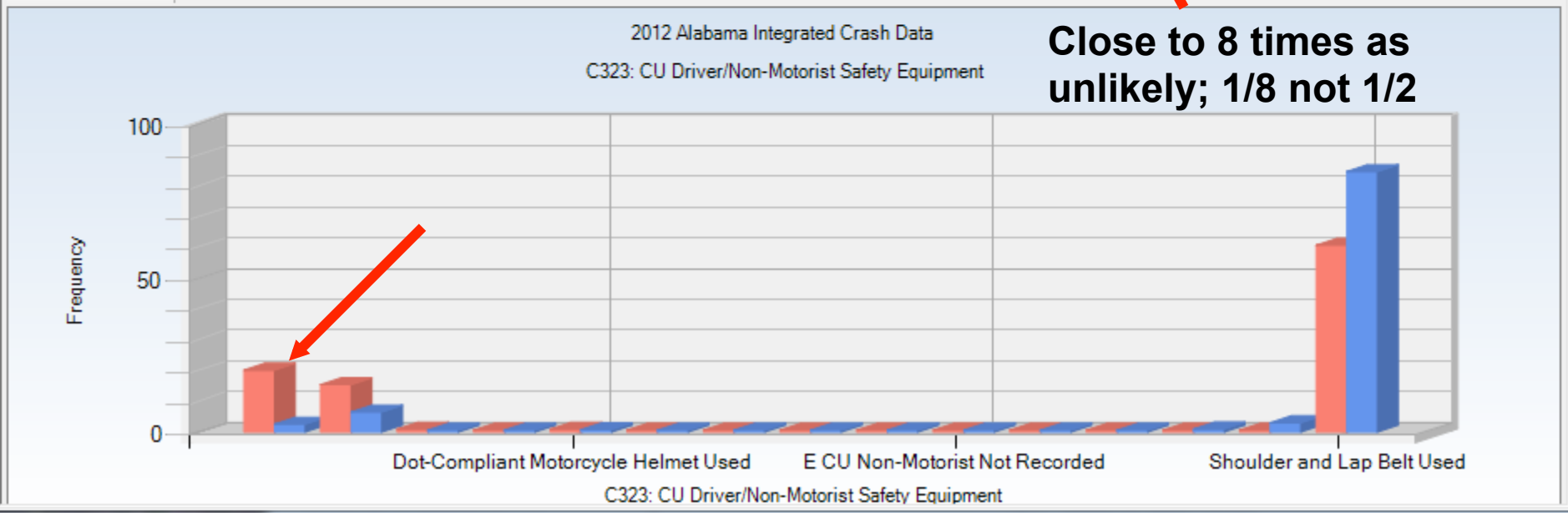
C323: CU Driver/Non-Motorist Safety Equipment

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
None Used - Motor Vehicle O...	1398	20.09	3069	2.56	7.857*	1220.066
Unknown	1070	15.38	7796	6.50	2.367*	618.004
Not Applicable	64	0.92	669	0.56	1.650*	25.213
Other	31	0.45	226	0.19	2.366*	17.897
Dot-Compliant Motorcycle Hel...	62	0.89	895	0.75	1.195	10.110
E Other Motorcycle Helmet Us...	12	0.17	43	0.04	4.813	7.507
No Motorcycle Helmet Used	12	0.17	47	0.04	4.404	9.275
Reflective Clothing (Jacket/B...	1	0.01	19	0.02	0.908	-0.102

C230: CU Areas Damaged #1
C021: Distance to Fixed Object
C002: City
C043: Agency ORI
C224: CU Estimated Speed at Impact
C323: CU Driver/Non-Motorist Safety Ec
C033: Locale
C129: CU Vehicle Maneuvers
C206: E CU Sequence of Events #3
C010: Rural or Urban

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

Ejection/Trapped

How much more likely is a ID crash causal driver liable to be ejected from or trapped in the vehicle?

2 times

3 times

5 times

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

C327: CU Driver Ejection Status

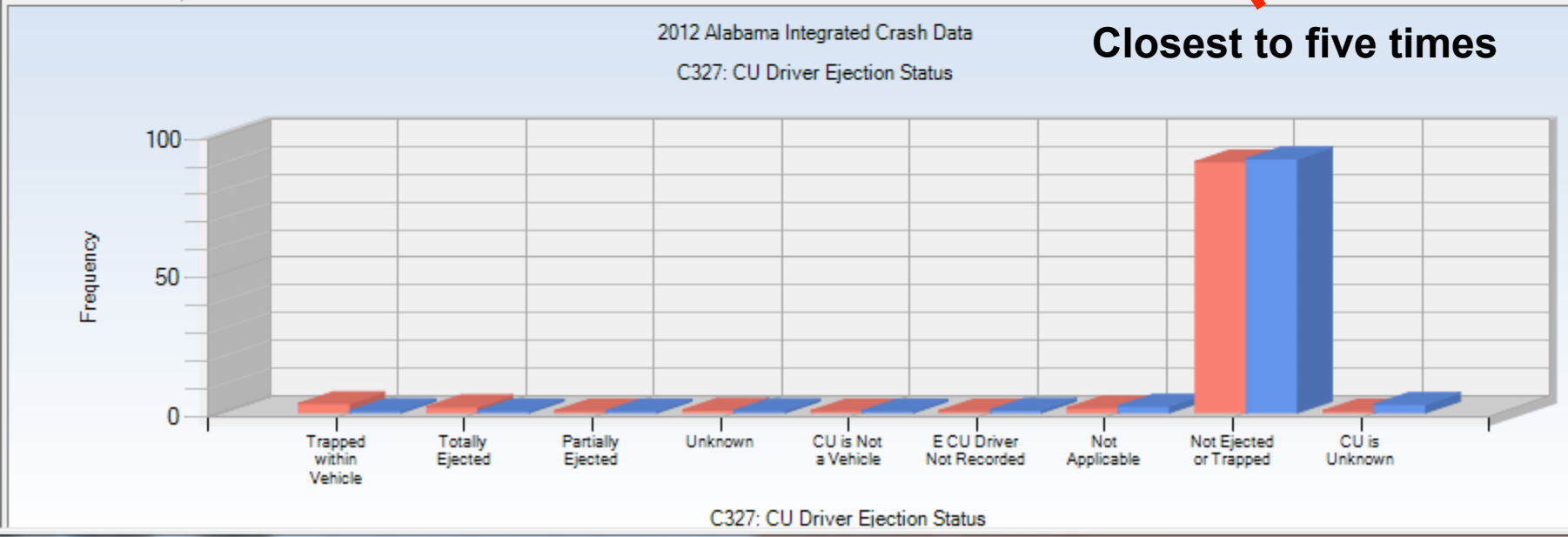
Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Trapped within Vehicle	227	3.26	822	0.68	4.764*	179.353
Totally Ejected	149	2.14	519	0.43	4.953*	118.916
Partially Ejected	34	0.49	147	0.12	3.990*	25.479
Unknown	67	0.96	876	0.73	1.320	16.223
CU is Not a Vehicle	36	0.52	403	0.34	1.541*	12.640
E CU Driver Not Recorded	36	0.52	1133	0.94	0.548*	-29.674
Not Applicable	118	1.70	2819	2.35	0.722*	-45.402
Not Ejected or Trapped	6283	90.31	109705	91.40	0.988*	-75.982
CU is Unknown	7	0.10	3598	3.00	0.034	-201.556

C452: CU CMV Hazard Materials Involvement
C220: CU Oversized Load Requiring Permit
C034: E Police Present at Time of Crash
C009: Data Source
C016: Primary Contributing Unit Number
C217: CU Hazardous Cargo
C012: Controlled Access
C327: CU Driver Ejection Status
C115: CU Driver CDL Status
C221: CU Had Oversized Load Permit
C007: Week of the Year
C405: CU Contributing Material in Roadway

Sort by Sum of Max Gain

Display Filter Name

Closest to five times



Questions Related to Severity

Impact Speed

True of False:

The ID crash causal vehicle is ten times more likely to be going over 100 MPH than a non-ID causal vehicle.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Natural Order | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

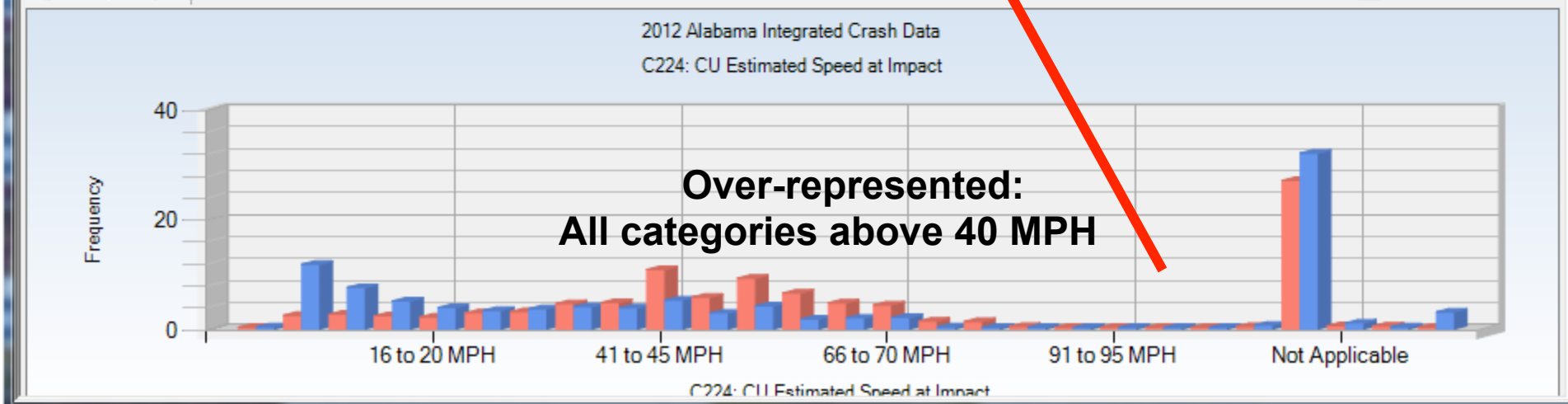
C224: CU Estimated Speed at Impact

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
51 to 55 MPH	627	9.25	4894	4.23	2.188*	340.488
56 to 60 MPH	443	6.53	2085	1.80	3.629*	320.937
61 to 65 MPH	322	4.75	2307	1.99	2.384*	186.940
66 to 70 MPH	297	4.38	2415	2.09	2.101*	155.617
71 to 75 MPH	98	1.45	425	0.37	3.939*	73.119
76 to 80 MPH	92	1.36	206	0.18	7.629*	79.940
81 to 85 MPH	30	0.44	79	0.07	6.487*	25.375
86 to 90 MPH	22	0.32	39	0.03	9.636*	19.717
91 to 95 MPH	10	0.15	14	0.01	12.201	9.180
96 to 100 MPH	21	0.31	54	0.05	6.643*	17.839
Over 100 MPH	14	0.21	24	0.02	9.964	12.595

C230: CU Areas Damaged #1
C021: Distance to Fixed Object
C002: City
C043: Agency ORI
C224: CU Estimated Speed at Impact
C323: CU Driver/Non-Motorist Safety Ec
C033: Locale
C129: CU Vehicle Maneuvers
C206: E CU Sequence of Events #3
C010: Rural or Urban
C037: EMS Arrival Delay
C413: E CU Turn Lanes
C107: CU Driver Raw Age
C601: Adjusted EMS Arrival Delay

Sort by Sum of Max Gain

Display Filter Name



Over-represented:
All categories above 40 MPH

Questions Related to Severity

EMS Arrival Delay

True of False:

One of the major reasons for increased ID crash severity is a longer EMS arrival delay.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

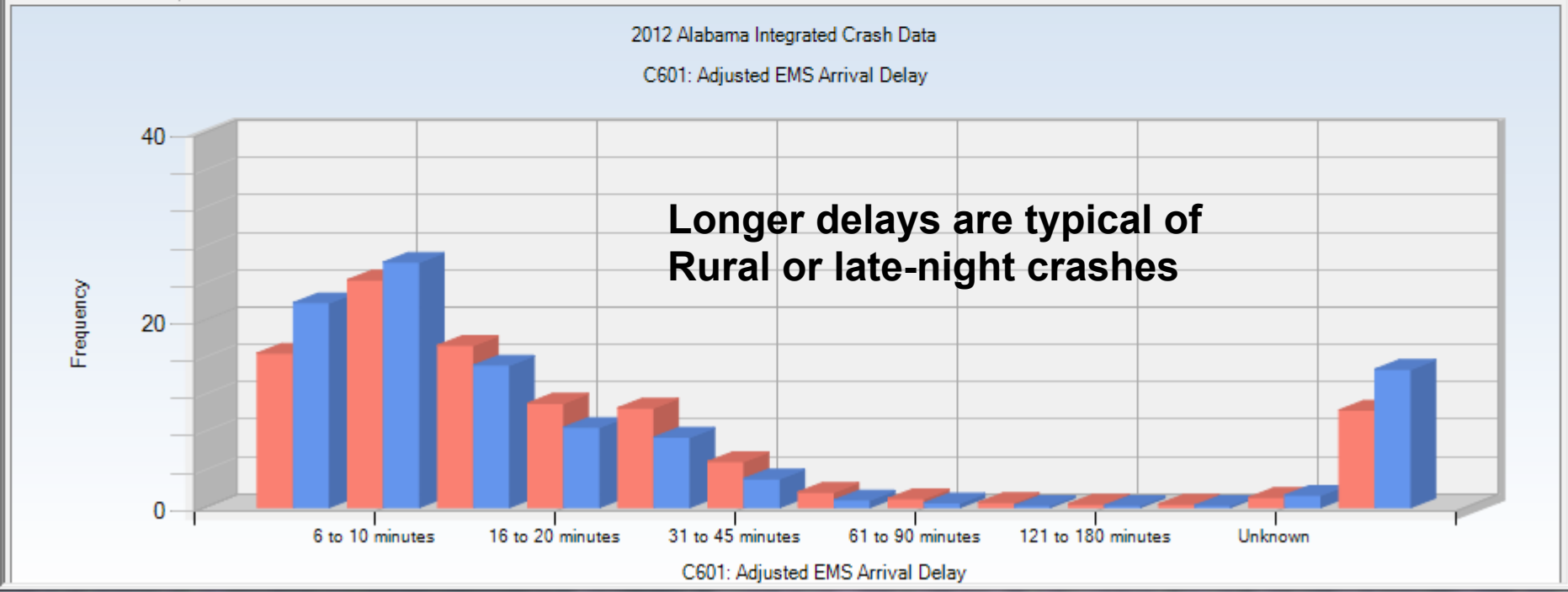
C601: Adjusted EMS Arrival Delay

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
11 to 15 minutes	482	17.33	3787	15.21	1.139*	58.924
16 to 20 minutes	310	11.14	2132	8.56	1.302*	71.817
21 to 30 minutes	296	10.64	1866	7.49	1.420*	87.534
31 to 45 minutes	136	4.89	762	3.06	1.598*	50.871
46 to 60 minutes	45	1.62	194	0.78	2.076*	23.327
61 to 90 minutes	26	0.93	114	0.46	2.041*	13.264

C601: Adjusted EMS Arrival Delay

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

ID Crash Police Arrival Time

All police arrival times above the following are over-represented for ID crashes:

10 minutes

20 minutes

40 minutes

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Natural Order | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

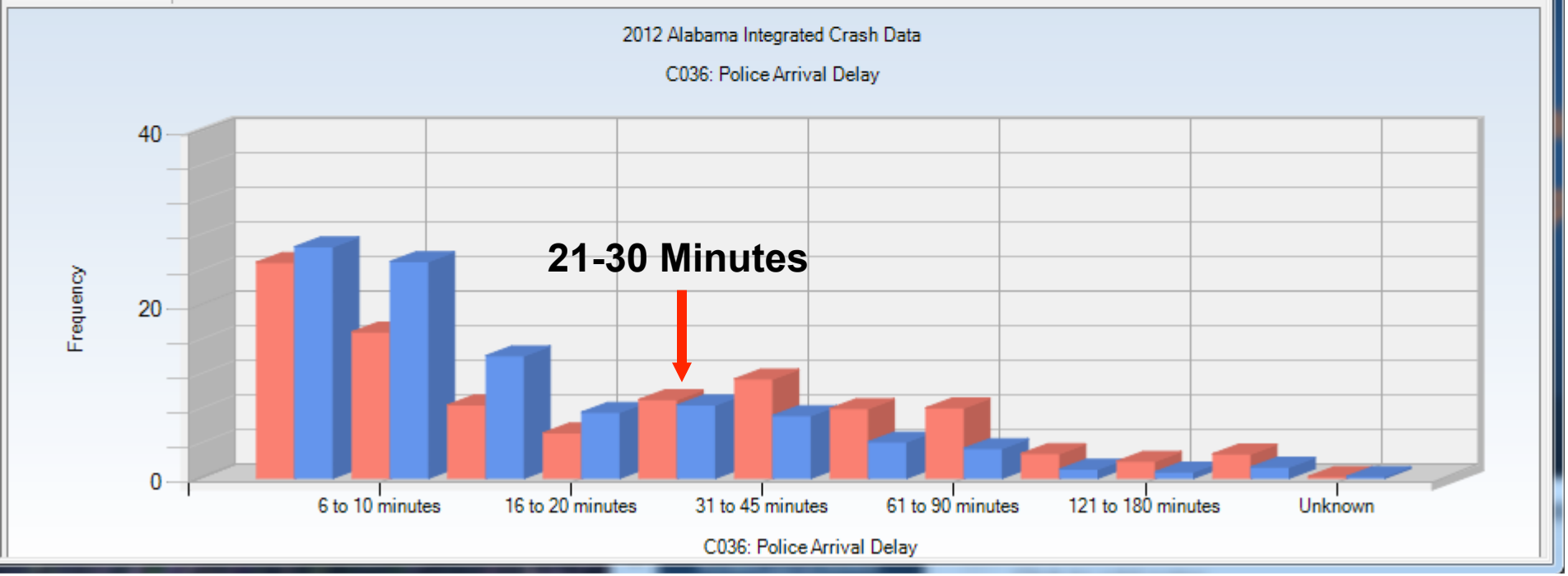
C036: Police Arrival Delay

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
31 to 45 minutes	795	11.46	8732	7.25	1.581*	292.138
46 to 60 minutes	558	8.04	5058	4.20	1.916*	266.718
61 to 90 minutes	563	8.11	4147	3.44	2.357*	324.181
91 to 120 minutes	197	2.84	1250	1.04	2.737*	125.014
121 to 180 minutes	136	1.96	884	0.73	2.671*	85.092
Over 180 minutes	194	2.80	1538	1.28	2.190*	105.429

C011: Highway Classifications
C058: Number Injured (Non-Fatal)
C208: CU Model Year
C114: CU Driver License Status
C036: Police Arrival Delay
C014: Distance from Node 1
C027: At Intersection
C001: County

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

Causal Vehicle Model Year

True of False:

All vehicles prior to 2002 are over-represented in ID crashes.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Natural Order | Ascending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

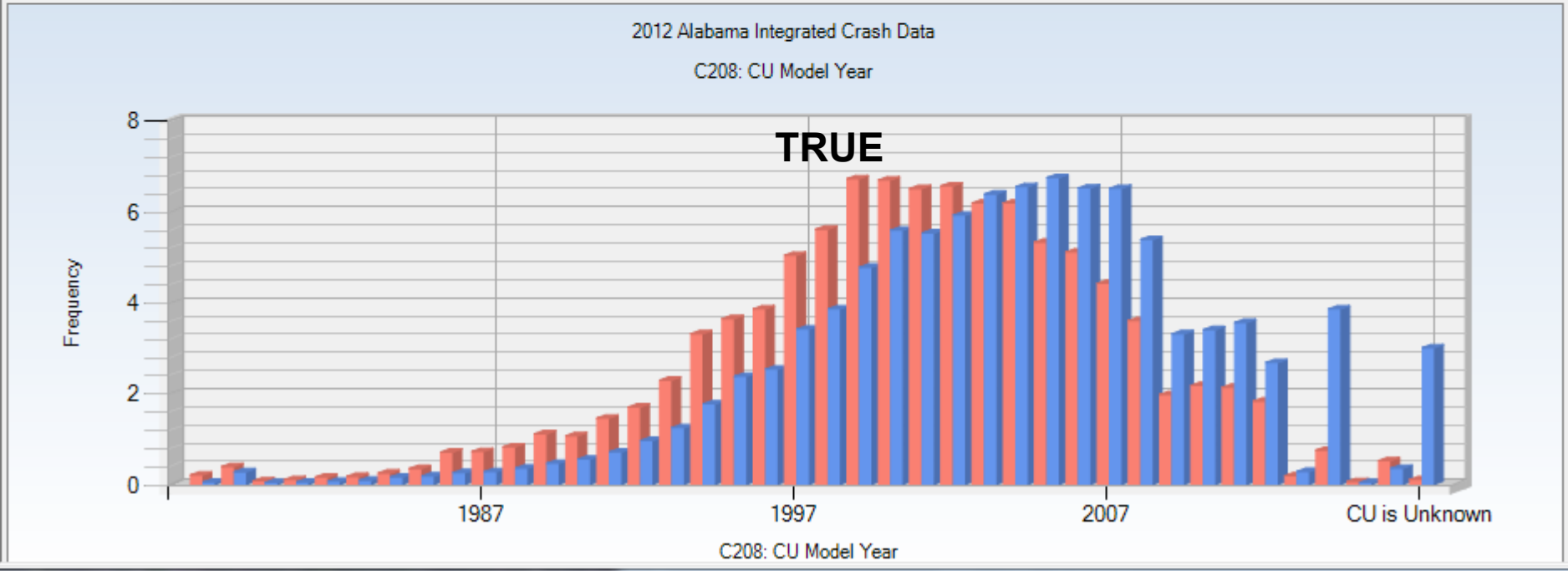
C208: CU Model Year

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
1986	49	0.71	303	0.25	2.788*	31.426
1987	50	0.72	331	0.28	2.604*	30.802
1988	57	0.82	426	0.36	2.307*	32.292
1989	77	1.11	554	0.46	2.396*	44.868
1990	74	1.06	664	0.55	1.921*	35.488
1991	101	1.45	851	0.71	2.046*	51.642

C011: Highway Classifications
C058: Number Injured (Non-Fatal)
C208: CU Model Year
C114: CU Driver License Status
C036: Police Arrival Delay
C014: Distance from Node 1
C027: At Intersection
C001: County

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

Pedestrians

True of False?

While only 33 ID crashes in 2012 were caused by pedestrians, this was over twice the

number expected from their non-ID proportion.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

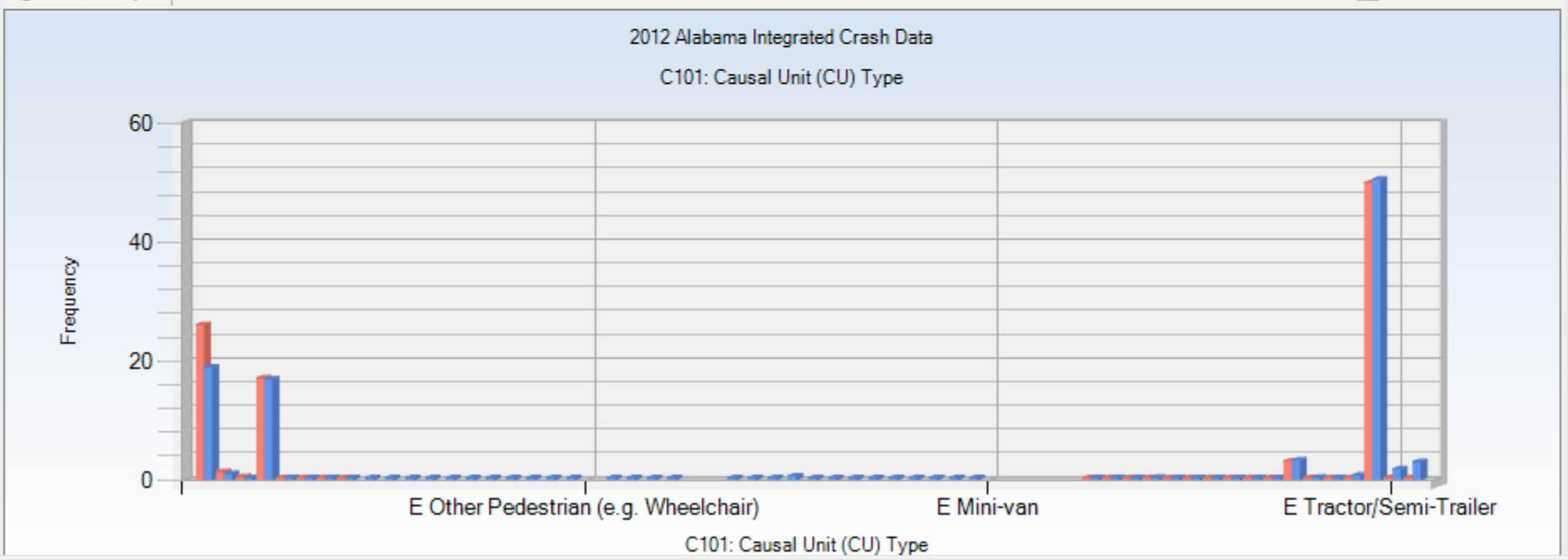
C101: Causal Unit (CU) Type

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Pick-Up (Four-Tire Light Tru...	1819	26.10	22962	18.93	1.379*	499.900
Motorcycle	92	1.32	1215	1.00	1.318*	22.202
Pedestrian	33	0.47	262	0.22	2.193*	17.949
E Sport Utility Vehicle (SUV)	1192	17.10	20543	16.93	1.010	11.864
E 4-Wheel Off Road ATV	15	0.22	89	0.07	2.934	9.887
Moped	6	0.09	30	0.02	3.481	4.277
E 3-Wheel Off Road ATV	3	0.04	2	0.00	26.111	2.885

C210: CU Body (Passenger Cars Only)
C418: E CU Law Enforcement Present in Work
C214: E CU Emergency Status
C219: CU Attachment
C417: E CU Workers Present
C101: Causal Unit (CU) Type
C416: E CU Workzone Type
C216: E CU Placard Status
C408: CU Vision Obscured By

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Severity

Pedestrian Type

True of False?

Over half of the pedestrians were walking, Running, jogging or playing in the roadway.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C130: E CU Non-Motorist Maneuvers

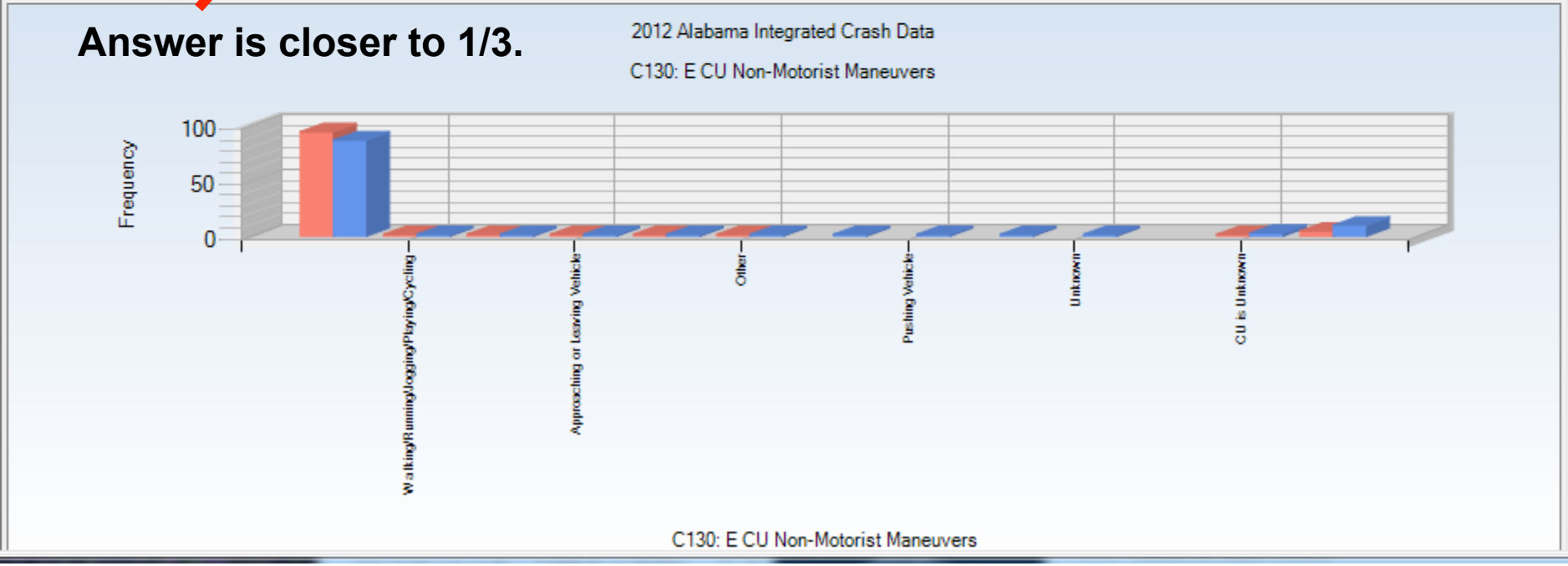
Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
CU is Not a Non-Motorist	6614	94.96	105894	87.33	1.087*	531.450
Walking/Running/Jogging/...	12	0.17	93	0.08	2.246	6.658
Entering or Crossing Roadway	14	0.20	141	0.12	1.729	5.901
Approaching or Leaving Ve...	1	0.01	6	0.00	2.902	0.655
Lying or Sitting in Roadway	1	0.01	7	0.01	2.487	0.598
Other	1	0.01	14	0.01	1.244	0.196
Working	0	0.00	3	0.00	0.000	0.000

C416: E CU Workzone Type
C216: E CU Placard Status
C408: CU Vision Obscured By
C304: E CU Non-Motorist Action at Time of Cra
C305: E CU Non-Motorist Action at Time of Cra
C303: E CU K-12 Child W/C To/From School
C119: E CU Endorsement Violations #2
C130: E CU Non-Motorist Maneuvers
C307: E Vehicle Unit That Struck CU Non-Moto

Sort by Sum of Max Gain

Display Filter Name

Answer is closer to 1/3.



Questions Related to Severity

Impaired Pedestrian?

True of False?

Practically all of the pedestrians had been drinking or taking drugs.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

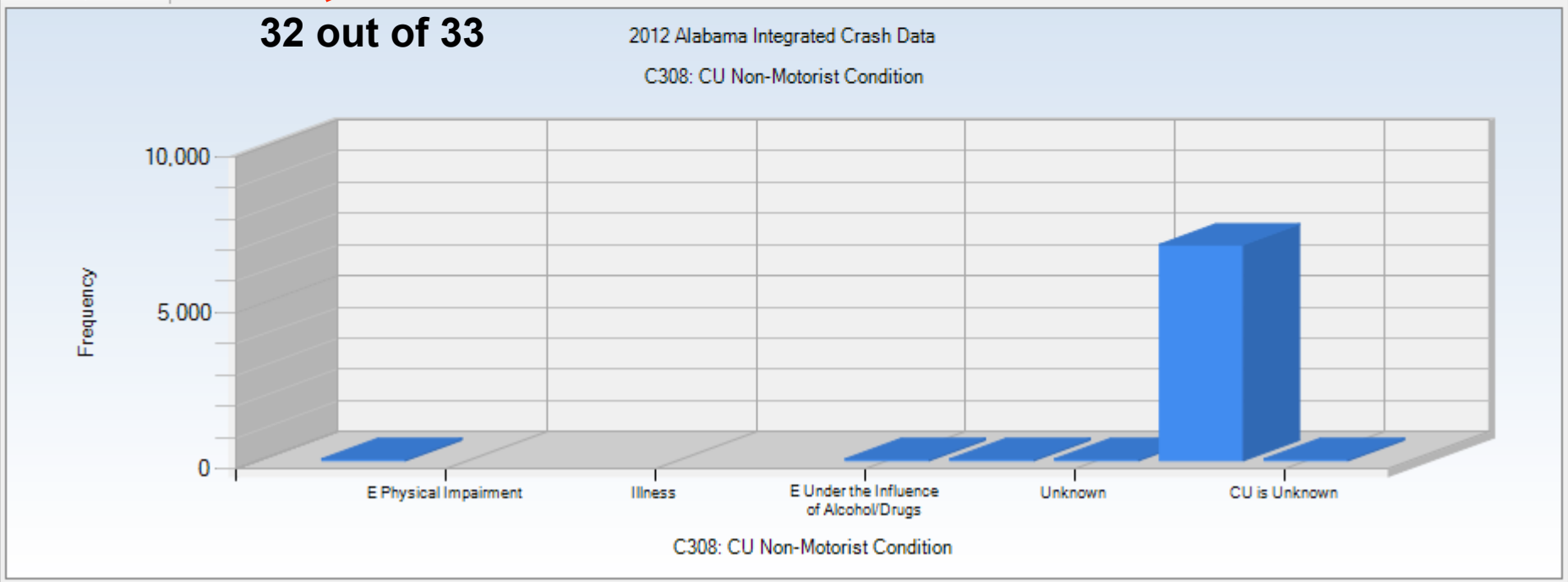
C308: CU Non-Motorist Condition

Value	Frequency	Cum. Frequency	Percentage	Cum. Percent
Apparently Normal	2	2	0.03	0.03
E Physical Impairment	0	2	0.00	0.03
E Emotional (Depressed/Angry/Disturb...	0	2	0.00	0.03
Illness	0	2	0.00	0.03
Asleep/Fainted/Fatigued	0	2	0.00	0.03
E Under the Influence of Alcohol/Drugs	32	34	0.46	0.49
Other	1	35	0.01	0.50

C301: CU Non-Motorist Prior Action
C308: CU Non-Motorist Condition
C309: CU Non-Motorist Officer Opinion Alc
C310: CU Non-Motorist Officer Opinion Dru

Display Average Display Filter Name

32 out of 33



Questions Related to Times

Time of Day

Comparing the three hours before midnight to the three hours after midnight, the three hours before are …

(a) better than,

(b) worse than, or

(c) about the same as

… the three hours after midnight.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Natural Order | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

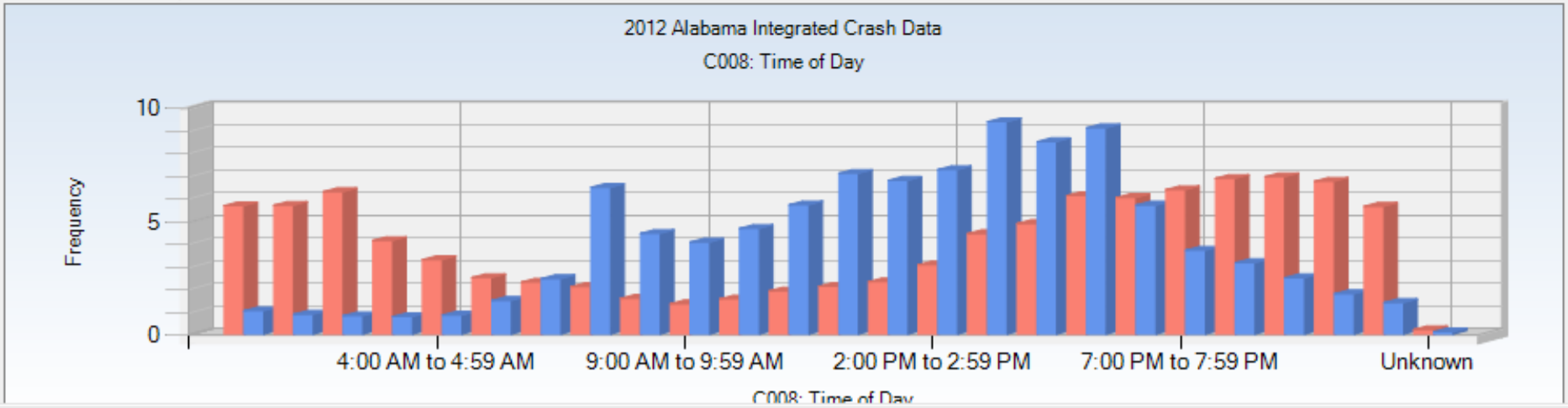
C008: Time of Day

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
12:00 Midnight to 12:59 AM	395	5.67	1248	1.03	5.510*	323.318
1:00 AM to 1:59 AM	396	5.68	1062	0.88	6.492*	335.001
2:00 AM to 2:59 AM	438	6.28	983	0.81	7.758*	381.539
3:00 AM to 3:59 AM	288	4.13	938	0.77	5.346*	234.123
4:00 AM to 4:59 AM	229	3.29	1021	0.84	3.905*	170.356
5:00 AM to 5:59 AM	174	2.50	1799	1.48	1.684*	70.670
6:00 AM to 6:59 AM	160	2.30	2970	2.45	0.938	-10.590
7:00 AM to 7:59 AM	146	2.09	7854	6.47	0.324*	-305.115
8:00 AM to 8:59 AM	110	1.58	5386	4.44	0.356*	-199.359
9:00 AM to 9:59 AM	93	1.33	4926	4.06	0.329*	-189.938

C124: CU Driver Alcohol Test Type Given
C225: CU Citation Issued
C227: CU Vehicle Towed
C126: CU Driver Alcohol Test Results
C204: E CU Sequence of Events #1
C123: CU Driver Officer Opinion Drugs
C205: E CU Sequence of Events #2
C017: First Harmful Event
C201: CU Vehicle Most Harmful Event
C008: Time of Day
C019: E Most Harmful Event
C031: Lighting Conditions
C023: E Manner of Crash

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Times

Day of the Week

True of False:

Sunday is worse than Friday for ID crashes both from frequency and over-representation points of view.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

Order: Natural Order | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

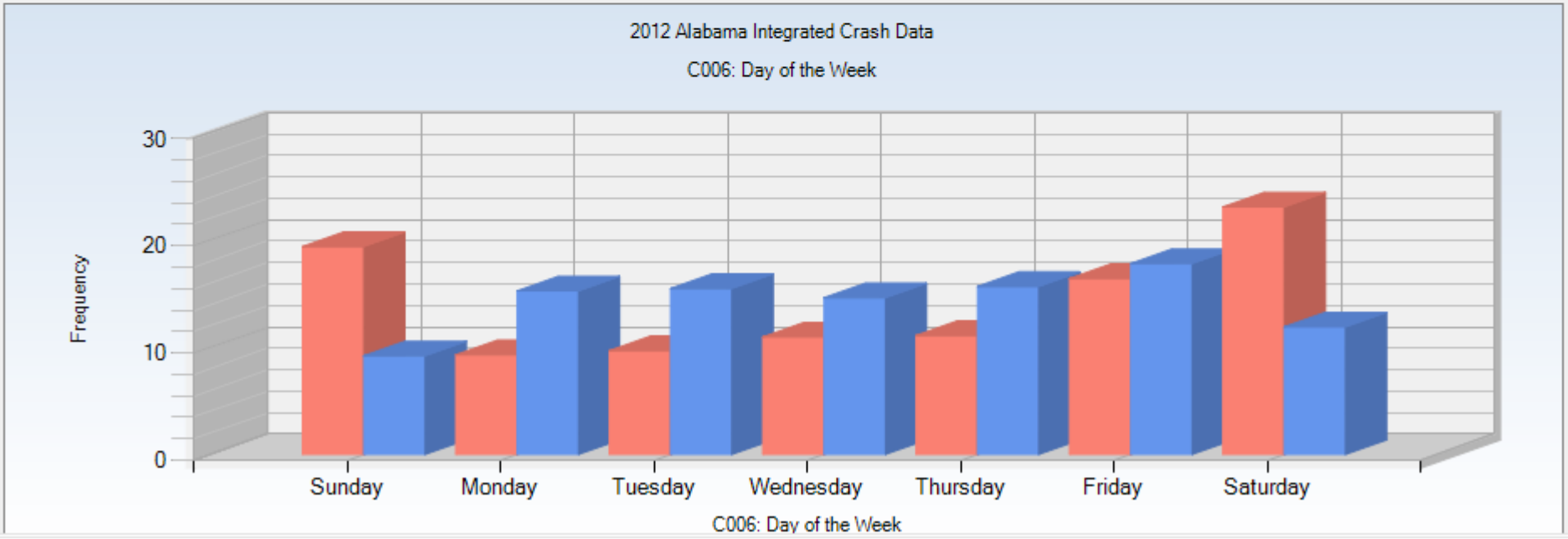
C006: Day of the Week

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Sunday	1353	19.41	11165	9.20	2.110*	711.709
Monday	648	9.30	18525	15.27	0.609*	-416.032
Tuesday	675	9.68	18799	15.49	0.625*	-404.770
Wednesday	764	10.96	17749	14.63	0.749*	-255.461
Thursday	774	11.10	19031	15.68	0.708*	-319.096
Friday	1145	16.43	21628	17.82	0.922*	-97.261
Saturday	1611	23.11	14452	11.91	1.941*	780.911

C106: CU Driver Age
C326: CU Driver/Non-Motorist Gender
C324: CU Driver Airbag Status
C325: CU Driver/Non-Motorist Age
C006: Day of the Week
C412: CU Trafficway Lanes
C409: CU Traffic Control
C025: Crash Severity
C328: CU Driver/Non-Motorist Injury Type

Sort by Sum of Max Gain

Display Filter Name



Questions Related to Times

Sunday Time of Day for ID Crashes

True of False:

Impaired Drivers are going to the bars rather than to church.

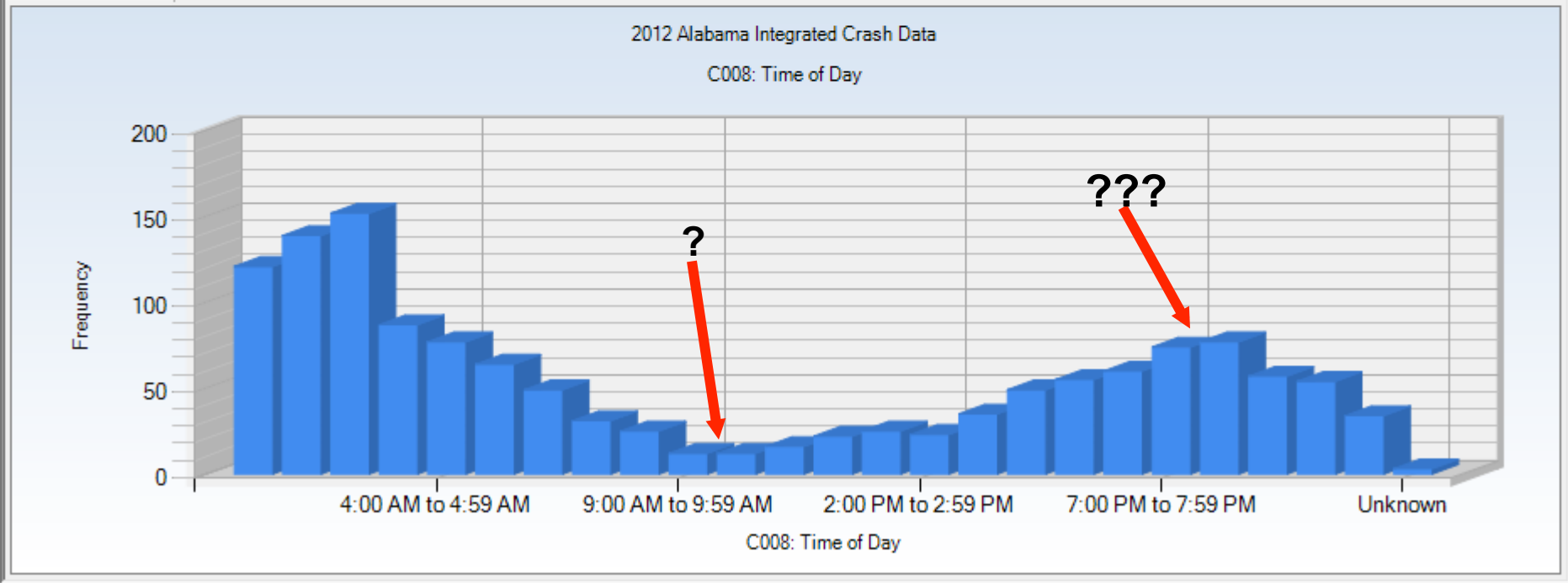
CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

C008: Time of Day

Value	Frequency	Cum. Frequency	Percentage	Cum. Percent
12:00 Midnight to 12:59 AM	121	121	8.94	8.94
1:00 AM to 1:59 AM	139	260	10.27	19.22
2:00 AM to 2:59 AM	152	412	11.23	30.45
3:00 AM to 3:59 AM	87	499	6.43	36.88
4:00 AM to 4:59 AM	77	576	5.69	42.57
5:00 AM to 5:59 AM	64	640	4.73	47.30
6:00 AM to 6:59 AM	49	689	3.62	50.92

C008: Time of Day

Display Average Display Filter Name



Questions Related to Times

Week of the Year

True or False?

The last week of the year is the most over-represented for ID crashes.

CAPS
CENTER FOR ADVANCED PUBLIC SAFETY

C007: Week of the Year

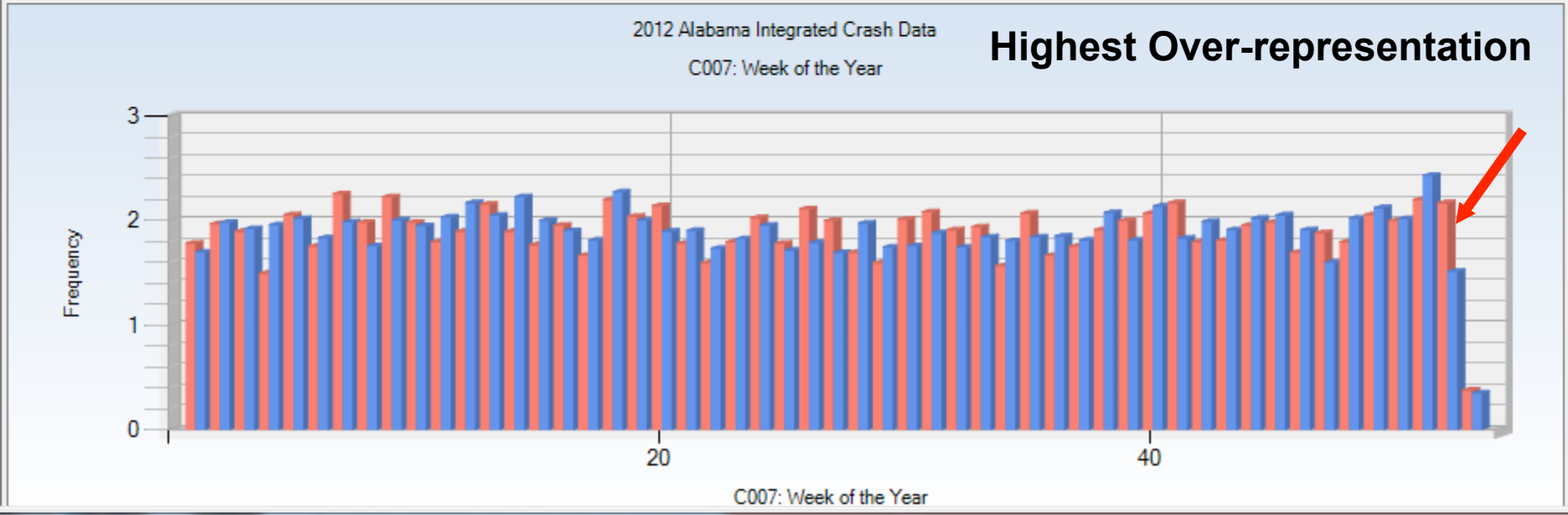
Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
45	138	1.98	2487	2.05	0.966	-4.847
46	118	1.69	2313	1.91	0.888	-14.853
47	131	1.88	1938	1.60	1.177	19.686
48	125	1.79	2452	2.02	0.888	-15.837
49	143	2.05	2570	2.12	0.969	-4.615
50	139	1.99	2446	2.02	0.989	-1.492
51	153	2.20	2948	2.43	0.904	-16.326
52	151	2.17	1832	1.51	1.435*	45.774
53	26	0.37	419	0.35	1.080	1.934

C452: CU CMV Hazard Materials Involvement
C220: CU Oversized Load Requiring Permit
C034: E Police Present at Time of Crash
C009: Data Source
C016: Primary Contributing Unit Number
C217: CU Hazardous Cargo
C012: Controlled Access
C327: CU Driver Ejection Status
C115: CU Driver CDL Status
C221: CU Had Oversized Load Permit
C007: Week of the Year
C405: CU Contributing Material in Roadway

Sort by Sum of Max Gain

Display Filter Name

Highest Over-representation



Questions Related to Times

Month

True or False?

ID crashes by month reflect the overall crash monthly distributions – there are no significant over-representations.

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C004: Month

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
January	546	7.83	9949	8.20	0.955	-25.447
February	588	8.44	9709	8.00	1.054	30.338
March	623	8.94	11081	9.13	0.979	-13.466
April	551	7.91	10209	8.41	0.940	-35.381
May	588	8.44	10578	8.72	0.968	-19.575
June	584	8.38	9548	7.87	1.065	35.585
July	565	8.11	9584	7.90	1.026	14.518
August	573	8.22	9892	8.15	1.008	4.827
September	575	8.25	9752	8.04	1.027	14.868
October	578	8.29	10447	8.61	0.963	-22.051
November	555	7.96	10092	8.32	0.957	-24.661
December	644	9.24	10508	8.66	1.067	40.445

C116: CU DL Restriction Violations #1
C117: CU DL Restriction Violations #2
C306: CU Non-Motorist Location at Time of Cra
C301: CU Non-Motorist Prior Action
C311: CU Non-Motorist Most Harmful Event
C310: CU Non-Motorist Officer Opinion Drugs
C102: CU Non-Motorist Indicator
C060: Number Killed
C004: Month
C056: Number of Pedestrians
C020: E Distracted Driving
C055: Number of Non-Motorists Recorded
C024: School Bus Related
C057: Number of Pedacyclists
C003: Year

Sort by Sum of Max Gain

Display Filter Name